A low cabover
with more for less?
Impossible. Or is it?

WHITE MOTOR CORPORATION

ANNOUNCING ROAD XPEDITOR™

A great, new low cab forward made 22 ways better than its versatile White predecessors, but, unbelievably, for a few dollars less.

Putting more into a truck usually means asking more of a price.

Until now, that is. Until Road Xpeditor.

You see, to make this new low cab forward we pulled together all that was good and tough about our White Compact® and White Xpeditor® models, then mixed in a couple dozen new ideas to make it even tougher.

The result was a huskier, more powerful low cabover.

One that can be truck or tractor, for use in everything from refuse hauling to intercity runs.

And one with a new kind of styling that puts this one proudly beside Road Boss™ and Road Commander™ in the new White line.

But, equally important, one with a new price that brings it in below its predecessors.

Now isn't that what you wanted?

ROAD XPEDITOR

Here's what's better about it. And all that's available.

Road Xpeditor's greatest features are excellent maneuverability (thanks to its excellent wheelcut) and control tower visibility, but among its many new improvements are these you'll find most pleasing:

Up Front

"Road Series" styling — Super Appearance paint designs
New 10" heavy gauge steel bumper — double its former heft
Wide, deep grille (chromed, if you like) — interchangeable with Road Boss and Road Commander — refuse boiler plate grille optional
Heavy-duty crowned fenders with mud flaps, standard
Two cast steel, frame mounted towing eyes — if you ever need them
Frontal oil check

Under the Hood

Bigger engines — choice of 13 diesel engines, from 210 to 335 h.p.
Bigger cooling capacity — 927 sq. in. bolted radiator std. up to 250 h.p. engines; 1030 sq. in. on engines 270 h.p. and over
18 transmissions available — popular Fuller, Spicer, Allison models
Heftier frame — 9½" std.

Around the Engine

Integral power steering gear available for increased ground clearance at front axle
Glidecote steering splines for longer life
"A" frame-mounted shift tower for better boot seal — interchangeable with Road Commander
Standardized front and rear engine supports
Alternator with integral voltage regulator

Inside the Cab

Two inches more headroom
2-Tone padded vinyl interior with wood tone dash
RCCC instrument panel — all controls standardized
118% bigger speedometer and tachometer — easier to read
Quick disconnect dash access panel
More accurate gauges — bitorque, not magnetic
Non-glare fiberoptic instrument lighting — soft, even light
Optional integral heater/air conditioner — first for a low COE
Tri-layer floor mat — sound absorbing
Color-keyed carpeting — optional
AM or AM/FM radio — pre-engineered option
Windshield washer bottle built into driver's door for easier refilling

Outside the Cab

Full 6" more CA with std. flat back truck cab, 3" more in tractors
Cyclopac air cleaner — high efficiency at all speeds
Larger, safer 18" high steps — open tread
Corrosion-resistant piano door hinges

Here and There, Out Back

Road Commander style heavy-duty cab latch
Fuel tanks and battery boxes lowered for no interference with body
Vibration-resistant exhaust installations

THE BIG 4
AUTOCAR
FREIGHTLINER
WESTERN STAR
WHITE
FROM YOUR WHITE DEALER

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